



Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLE, BRINDISI, PLYMOUTH AND LONDON; BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—*Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLE, HAMBURG, NEW YORK AND BOSTON.*

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY's Steamship *SUZET*, Captain R. J. SEESEN, with Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, 1st September, at noon, (connecting with the *ORIENTAL* at BOMBAY, which Vessel takes on her Cargo for LONDON, and the SUEZ CANAL, leaving that port on the 2nd SEPTEMBER).

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 8 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay. Tea will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding the FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLE.

H. H. JOSEPH,
Superintendent.
& O. S. N. Co.'s Office,
Hongkong, August 23, 1892. 1455

U. S. MAIL LINE

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG,
Per... THURSDAY, Sept. 8.
City of Rio de Janeiro, THURSDAY, Sept. 29.
City of Peking... SATURDAY, Oct. 22.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 8th September, at 1 p.m., taking Passengers and Freight to Japan, the United States, and Europe.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. \$225.00

To Liverpool and London \$325.00
To Paris and Bremen \$325.00
To Havre and Hamburg \$325.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30 day. 30 day. 30 day. 30 day.

Kansas City, Mo., Omaha, Neb. 285.00 292.50 291.50

St. Louis, Mo. 292.50 291.50

St. Paul, Minn., Minneapolis, Minn. 292.00 297.50 295.00

Chicago, Ill. 297.50 295.00 299.50 298.00

Milwaukee, Wis. 299.50 297.50 302.50 301.50

Columbus, Ohio. 304.25 304.00 304.25 304.20

Detroit, Mich. 304.95 302.75 304.95 302.75

Cleveland, Ohio. 305.55 305.00 305.55 305.00

Toronto, Canada. 309.95 307.45 310.25 307.00

Pittsburg, Penn. 311.00 308.50 311.00 308.50

Nagara Falls, N.Y. 311.00 308.50 311.00 308.50

Washington, D.C., Baltimore, Md. 317.00 317.50 317.00 317.50

Montreal, Canada. 319.75 313.00 319.75 312.50

Philadelphia, Penn. 319.75 312.50 319.75 315.00

New York. 321.15 317.00 321.15 317.00

Boston, Mass. 327.25 317.00

Portland, Maine. 327.25 317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$837.50

12 months \$837.50

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received by the Company's Office until 5 p.m. the previous to sailing.

STEAM TO YOKOHAMA, KÖBE AND NAGASAKI.
(Passing through the INLAND SEA.)

The Co.'s Steamship *Nürnberg*, Captain B. BLANKE, will leave for the above Ports on the 31st Instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, August 26, 1892. 1473

To-day's Advertisements.

To-day's Advertisements.

GYMKHANA.

THE Monthly GYMKHANA MEETING is unavoidably POSTPONED till SATURDAY, 3rd September.

Hongkong, August 26, 1892. 1461

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Electra*, Captain L. MADSEN, having arrived from the above Ports, Consignees of Goods hereby requested to send their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Honorable Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept., will be subject to rent.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 2nd Sept., at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, August 26, 1892. 1470

NOTICE.

A PARTNERSHIP has been established in CANTON under date of 30th June, 1892, between M. EMILE PASQUET and JEAN TAMET under the Firm name of

PASQUET & TAMET,

for the PURCHASE of SILK and WASTE SILK,

under dead and活期 accounts at the French Consulate, Canton, 16th August, 1892.

26th August, 1892. 1471

ACCIDENTAL or Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND

ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, TUESDAY, Aug. 30, OCEANIC, TUESDAY, Sept. 27, *Belgic*, via Amoy, TUESDAY, Oct. 11.

FOR SINGAPORE, BATAVIA, SAMARANG AND SURABAYA.

The Steamship *Bantam*, Capt. L. VAN DER VALK, will be despatched from the above Ports on TUESDAY, 30th August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan.

3 p.m. *Belgic* will be despatched from the above Ports on TUESDAY, 27th August, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, August 26, 1892. 1424

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHIPOO, NEW-CHOW, TIENSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Patnmaru*, Captain JACKSON, will be despatched as above on SUNDAY MORNING, the 28th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 26, 1892. 1457

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUL.

The Co.'s Steamship *Formosa*, Capt. BATHURST, will be despatched for the above Ports on MONDAY, the 29th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers.

Hongkong, August 26, 1892. 1476

FOR SHANGHAI.

The Steamship *Lyceum*, Capt. G. HEDERMAN, will be despatched for the above Ports on MONDAY, the 29th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, August 26, 1892. 1473

FOR YOKOHAMA AND HIODO.

The Steamship *Electra*, Captain L. MADSEN, will be despatched for the above Ports on MONDAY, the 29th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, August 26, 1892. 1474

NOTICE.

STEAM TO YOKOHAMA, KÖBE AND NAGASAKI.
(Passing through the INLAND SEA.)

The Co.'s Steamship *Nürnberg*, Captain B. BLANKE, will leave for the above Ports on the 31st Instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, August 26, 1892. 1470

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Bayern*, Capt. D. HÄGGEMAN, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, August 26, 1892. 1480

STEAM TO STRAITS & BOMBAY.

(Owing to COLOMBO is sufficient inducement offers.)

The P. & O. S. N. Co.'s Steamship *Lombardy*, Captain F. COLE, will leave for the above places at Noon on SATURDAY, the 3rd September.

For Freight, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, August 26, 1892. 1477

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Patna*, Captain JACKSON, will be despatched as above on TUESDAY, the 6th September.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 26, 1892. 1478

NOTICE.

A PARTNERSHIP has been established in CANTON under date of 30th June, 1892, between M. EMILE PASQUET and JEAN TAMET under the Firm name of

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under dead and活期 accounts at the French Consulate, Canton, 16th August, 1892.

26th August, 1892. 1471

Vessels Advertised.

Loading.

Destination.

Vessel.

Agents.

Date of Loading.

Departed.

Arrived.

The O. S. S. Co.'s steamer *Achilles* left Singapore yesterday afternoon, and may be expected here on or about the 31st inst.

The monthly Gymkhana meeting, which was announced to take place to-morrow afternoon, is unavoidably postponed till Saturday, the 3rd September.

Messrs David Sassoon, Sons & Co. inform us that the Austrian Lloyd's a. a. *Thistle*, from Bombay, left Singapore for this port this morning.

The N. L. a. a. *Bayern*, with the German mail of 1st instant, left Singapore yesterday, the 25th inst., at 2 p.m., and may be expected here on or about Tuesday, the 29th inst.

A CIRCULAR has been issued from the Singapore office of the Raub Australian Syndicate to ascertain the views of the shareholders as to reducing the capital of the *Man-tin* on the 17th inst. were brought before Mr W. C. H. Hastings at the Magistrate this afternoon.

They pleased to say that, Mr H. J. Holmes, was engaged for one of the men.

Wong Pek, souther Chinese Sam-shui-po, stated: "On 17th inst. at about 10.15 a.m. the deceased went to collect some herbs. We came upon a village in English territory with a few plantations on it. They were not enclosed. The deceased accidentally stepped upon some growing vegetables. The first defendant was there at the time. I heard the deceased say 'Excuse me' to the first defendant who had scolded him in Hakka. Deceased spoke in Punti. The first defendant ran after the deceased and beat him, catching him by the queue and beating him several times on the breast. The deceased fell on the ground, and the first defendant stood beside him. The second defendant came running up, with a rake in his hand and stamped several times on the deceased. The first defendant said 'You are on our ground. If we kill you, we need only throw you on the hillsides.' They spoke in Hakka, but I could understand part of what they said. Then the third and fourth defendants came out from their house, stood a short distance from the deceased and called out 'Boat.' They were 60 or 70 feet from the deceased, and spoke in Hakka. I went up to the deceased and carried him away towards some bamboo bushes. On the way I found he was dead. When the first defendant was hitting deceased I caught hold of his arm and told him not to beat. I spoke in Punti again, telling him two more had then descended. The defendants made no objections to my trying to help the deceased. They said in Hakka, 'We want to give him some food, and now we shall see his death.' The first defendant used his fist only, and the second defendant stamped on the deceased. The third and fourth defendants did not touch him. I reported the affair at Yaumati Police Station. The deceased and I were cousins and lived together. He was a carrying coolie."

Cross-examined.—There were houses near the place. There were fowls about the houses. I have lived at Sam-shui-po about ten days. The deceased and I lived together. I came from Sui Hung with the deceased. We came down to get a job on a cockle-shell boat; the shells are used for making lime. We live on fresh and salt fish and rice. I speak only Punti. I can understand some Hakka, but made no mistake in what the first and second defendants said.

Dr Marques, who made a post mortem examination of the body, stated that the abdomen was full of blood, the spleen ruptured, and one rib on the right side and three on the left side partially fractured. Death had resulted from syncope caused by rupture of the spleen. This might have been brought about by a fall.

Other witnesses were examined.

The statement of the first defendant at the Station was that the deceased and the first witness were stealing fowl.

The case was adjourned till to-morrow at 11 o'clock.

CORRESPONDENCE

THE CERTIFICATED OFFICERS

BILL, &c.

To the Editor of the 'CHINA MAIL'

British Mercantile Marine Officers' Association,

Hongkong, 25th August, 1892.

Sir,—I have the pleasure by direction of the Committee to hand you the following report of the proceedings of the last Council meeting of the Shipmasters' and Officers' Federation and an extract from the annual report of the Shipmasters' Society (London), which it is hoped you will kindly favour with space in your columns.—Yours faithfully,

CHESNEY DUNCAN,

Secretary,

Hongkong, 24th August, 1892.

The principal business was the discussion of the terms of a draft Bill dealing with several shipping matters, which Bill it is intended to introduce in the new House of Commons. The main object of the Bill is to secure increased safety to life and property at sea by extending the employment of certificated officers to classes of vessels which at the present time (owing to defective laws) do not require and do not carry such officers. The Bill further proposed to limit employment as Masters and Officers in British ships to those who are of British birth or who became British subjects before the age of 18 years, so long as the last-mentioned British shipowners to British subjects for sound intercolonial reasons, so long does the law furnish an argument for the employment of British subjects (at least) on the command of British ships.

The Council likewise dealt with the important subject of three watches of Officers at sea and an appeal is to be made to the parties concerned to concur in this desirable arrangement. It was pointed out that in some trades, especially in the tropics, junior officers have so little opportunity of sleeping that they are not unreasonably liable to life and property in such cases as this.

The Council also deliberated on the question of the wages of Navigating Officers. On the motion of Captains Davison and Price, it was resolved:—"That this Federation recognises that the low pay generally of the Navigating Officers of the Merchant Service constitutes a real grievance, which calls for the serious and early attention of Shipowners, with a view to considering the representations of the Officers of the Service, through this Federation, as embodied in the wages scale, taking into account the practical co-operation of the Shipping Federation in this important matter, and an early recognition of the loyal and dutiful attitude of the Officers of the Merchant Service in the past."

RATES OF PAY.

The following are the rates of remuneration referred to in foregoing resolution:—

Steamers.—First Mate £100, Second

Black Star £80, Third Mate £5, up to 1,000 tons, £25, £25, £1,000 tons and over, respect-

ively. North Atlantic.—First Mate £14; Second Mate £10; Third Mate £5. West Coast Africa, South Atlantic, West Indies, Australia, East Indies.—First Mate £18; Second Mate £9 10s; Third Mate £5 10s. Adm 10 per cent. of the above. China.—First Mate £20, Second Mate £7, Third Mate £5, up to 1,000 tons, £12, £10, £3, 1,000 tons and over, respectively; Fourth Mate £6. Above are Minimum Rates.

Other matters dealt with were the reform of Courts of Inquiry in the Dependencies, and improvement of meteorological publications and ocean charts.

From Annual Report of the London Shipmasters' Society:—Your Committee have joined with the Federation in suggesting certain action to the Board of Trade, with a view to raising the status of navigating officers of the Merchant Service. The Board of Trade in turn have communicated with the Admiralty with a view to the formation of a committee to consider their observations on the subject, and the result is awaited with much interest.

The Federation are now engaged in promoting a Bill before Parliament having for its object the exclusion of unqualified officers and aliens from the command of foreign-going British ships.

The Federation are also endeavouring to press forward legislation enabling mariners to record their votes in the same way as members of the Universities do at present.

THE SILVER QUESTION.

To the Editor of the 'CHINA MAIL'

Sir,—For some weeks past the columns of your Saturday's issue have afforded much mental food and useful information to all interested, directly or indirectly, in the Great Silver Question, and although it appears (in an occasional murmur) that the opinions set forth by you are somewhat at variance with those ignorant of the first principles of 'penny postage,' there is no doubt but that they deservedly carry weight with the Bankers and (as you flippantly call them) the 'copper-baggers' of this Colony.

Even since your 'Exchange of Murmurs' have appeared you have been a consistent and enthusiastic Silver Bull, and last Saturday evening I noticed for the first time that your authority had convinced you that the Bank of England had been duped by foreigners for nearly a third of a century, one would suppose that everything of interest regarding it would long since have been found out, and have been communicated to the world. But while desultory descriptions of special objects and places have often been published, it is singular that no comprehensive account of the war of 1860 was the discovery that Peking is by no means so large a city as many of us had supposed! Now that this capital has been occupied by foreigners for nearly a third of a century, one would suppose that everything of interest regarding it would long since have been found out, and have been communicated to the world. But while desultory descriptions of special objects and places have often been published, it is singular that no comprehensive account of the war of 1860 was the discovery that Peking is by no means so large a city as many of us had supposed!

Now Sir, I am not a 'nugump,' and I never did nor shall I ever believe in Exchange again touching 4/6 as was proposed by many a few months back.

At the same time I must say that I fail to appreciate the 'unforeseen influences' which have caused rates to fall 24 in a week in your estimation. I, certainly, can see no reason for this change of front. On the contrary, everything seems to point more conclusively than ever, to very much higher values of precious metals in general, and Silver in particular, before the end of the year. During the past few weeks I have given you to show that the value of the advice given to show that the value of the Northern Provinces, particularly of Bohkow and Afghanistan, have been very much increased by the sudden disappearance of the Great Silver Bull, and last Saturday evening I noticed for the first time that your authority had convinced you that the Bank of England had been duped by foreigners for nearly a third of a century, one would suppose that everything of interest regarding it would long since have been found out, and have been communicated to the world. But while desultory descriptions of special objects and places have often been published, it is singular that no comprehensive account of the war of 1860 was the discovery that Peking is by no means so large a city as many of us had supposed!

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THE CHINA MAIL.

[No. 9225.—AUGUST 26, 1892.]

MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSSELLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 7th September, 1892, at Noon, the Company's S.S. YARETA, Commandant: MAURIEGE, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th September, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, August 24, 1892. 1466

CANADIAN PACIFIC RAILWAY CO'S.
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of India [Saturday] Sept. 10.

Empress of Japan [Saturday] Sept. 8.

Empress of China [Saturday] Nov. 5.

THE R. M. S. EMPRESS OF INDIA,
Lieut. O. P. MARSHALL, Commander,
R.N.R., sailing at Noon, on SATURDAY,
the 10th September, with Her Majesty's
Mail, will proceed to VANCOUVER, via
SHANGHAI, KOBE, INLAND SEA and
YOKOHAMA.

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(In Mexican Dollars).
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Port Townsend, Seattle,
Tacoma, Wash.
Portland, Ore., San Fran-
cisco,
Balti, Calif., Alta.
Balti, Calif., Alta.
Minneapolis, St. Paul, Du-
luth Minn.
Chicago Ill., Kansas City,
St. Louis Mo.
Milwaukee, Wis.
Detroit, Mich., Cincinnati,
Cleveland, Columbus, O.
Hamilton, London, Toron-
to, Ont.
Buffalo, Niagara Falls
N. Y.
Kingston, Ottawa, Ont.
Montreal, Quebec, Que.
New York, Albany, Troy,
Rochester, N. Y.
Baltimore, Md., Philadel-
phia, Pittsburgh, Pa.
Washington, D. C., Boston,
New Bedford, Mass.
Halifax, N. S., St. John,
N. B.
Liverpool and London via
Liverpool.
Paris via Liverpool and
London.
Havre, via Liverpool.
Bremen, " " 336
Hamburg, " " 335

2nd class steamer and 1st class on rail,
and 2nd class steamer and rail, also Steamer
age Fares and Rates to other places, quoted
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The Steamer call at Victoria to land and
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Through Passages Tickets granted to Eng-
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CONSULAR INVOICES of Goods to United
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couver, B.C.

PARCELS must be sent to the Company's
office with address marked in full, by 5 p.m.
on the day previous to sailing.

For further information as to Passage
and Freight, apply to

E. HOLLOWAY,
General Agent,
Office: Pedder's Street.
Hongkong, August 20, 1892. 1441

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Coal of dark reddish color. For
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LARGEST REGULAR CONSUMERS are in testi-
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MITSUBI BUSSAN KAISHA,
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Hongkong, July 23, 1892. 1273

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JOHN C. THOMSON,
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Hongkong, February 25, 1891.

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OF NEW STYLES OF GOODS
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